

MAINTAINING TRAFFIC

PUBLIC SAFETYGENERAL CONSTRUCTION SEQUENCE

THE CONTRACTOR IS REMINDED THAT, IN THE CONDUCT OF THIS PROJECT, HIS SEQUENCE OF OPERATIONS SHALL BE PLANNED AND EXECUTED IN SUCH A WAY AS TO MINIMIZE THE NUMBER OF LANE REDUCTIONS AND/OR LANE WIDTH REDUCTIONS REQUIRED TO MAINTAIN TRAFFIC THROUGH THE PROJECT. IN THIS REGARD, WHEN A TRAFFIC LANE IS CLOSED, ALL FULL DEPTH AND PARTIAL DEPTH REPAIRS SHALL BE PERFORMED IN AN ORDERLY SEQUENCE SUCH THAT IT WILL NOT BE NECESSARY TO AGAIN CLOSE THAT LANE UNTIL THE ASPHALT OVERLAY AND PAVEMENT MARKING OPERATIONS BEGIN.

PRIOR TO SHIFTING TRAFFIC ONTO THE RAMP SHOULDERS, ITEM 404-BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC SHALL BE USED TO REPAIR ANY DAMAGED SHOULDERS. LANE RESTRICTIONS AS REQUIRED TO REPAIR THE SHOULDERS SHALL BE AS PERMITTED ON THE "SCHEDULE OF THRU LANES TO BE MAINTAINED" TABLE.

IT IS ALSO REQUIRED OF THE CONTRACTOR TO HAVE ALL NORMAL LANES OF TRAFFIC OPENED THROUGHOUT ANY HOLIDAYS OR HOLIDAY WEEKENDS. NO LANE RESTRICTIONS, INCLUDING RAMP, SHALL BE ALLOWED DURING THIS TIME. THE CONTRACTOR IS CAUTIONED TO SCHEDULE HIS WORK, ESPECIALLY THE ASPHALT OVERLAYS, TO MEET THIS REQUIREMENT.

MAJOR WORK ITEMS

THE FOLLOWING MAJOR WORK ITEMS WILL REQUIRE TRAFFIC MAINTENANCE PROCEDURES WHICH SHALL BE INCORPORATED INTO THE CONTRACTORS SEQUENCE OF OPERATIONS.

- A. REMOVAL OF RAISED PAVEMENT MARKERS
- B. PARTIAL AND FULL DEPTH ASPHALT REPAIRS (OBVIOUS LOCATIONS)
- C. REMOVAL OF EXISTING ASPHALT SURFACE COURSE
- D. PARTIAL AND FULL DEPTH ASPHALT REPAIRS (VISIBLE AFTER PLANING)
- E. ASPHALT CONCRETE OVERLAY
- F. PAVEMENT MARKINGS

MAINTAINING VEHICULAR TRAFFICGENERAL PROVISIONS

1. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE "SCHEDULE OF THRU LANES TO BE MAINTAINED" DESCRIBED ON SHEET NO. 12. THE CONTRACTOR SHALL SET UP AND OPERATE HIS EQUIPMENT IN SUCH A MANNER AS TO MINIMIZE ENCROACHMENT UPON THE TRAVELLED WIDTH OF PAVEMENT.
2. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE RESPONSIBLE LAW ENFORCEMENT AGENCY NOT LESS THAN TWENTY-FOUR (24) HOURS PRIOR TO A SCHEDULED DISRUPTION OF TRAFFIC.
3. NO STOPPAGE OF TRAFFIC OR ESTABLISHMENT OF LANE RESTRICTIONS SHALL OCCUR WITHOUT LAW ENFORCEMENT PERSONNEL AT EACH LOCATION TO DIRECT TRAFFIC.
4. DURING NON-WORKING PERIODS, OPEN EXCAVATIONS SHALL BE DELINEATED WITH WARNING FLASHERS AND/OR OTHER APPROVED DEVICES AS DEEMED APPROPRIATE BY THE ENGINEER.
5. EXISTING SIGNS LOCATED WITHIN THE ROAD WORK AREAS WHICH ARE NECESSARY FOR INTERIM OR PERMANENT TRAFFIC CONTROL SHALL BE REMOVED AND REERECTED IN LOCATIONS AS APPROVED BY THE ENGINEER.

6. THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN ALL NEW WARNING AND INFORMATION SIGNS NECESSARY FOR MAINTAINING TRAFFIC. THE CONTRACTOR SHALL DETERMINE WHAT SIGNS ARE NEEDED AND ADVISE THE ENGINEER TWO (2) WEEKS IN ADVANCE OF HIS DETAILED PLANS.

SEE THE TRAFFIC MAINTENANCE DETAILS FOR THE MINIMUM SIGNAGE REQUIRED.

7. TRAFFIC CONTROL DEVICES SHALL BE SET UP PRIOR TO THE START OF CONSTRUCTION, AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH SPECIAL CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS THEY ARE NEEDED AND SHALL BE IMMEDIATELY REMOVED THEREAFTER. WHERE OPERATIONS ARE PERFORMED IN STAGES, THERE SHALL BE IN PLACE ONLY THOSE DEVICES THAT APPLY TO THE CONDITION PRESENT DURING THE STAGE IN PROGRESS. ALL SIGNS WITH MESSAGES WHICH DO NOT APPLY DURING A CERTAIN PERIOD SHALL BE COVERED OR SET ASIDE OUT OF THE VIEW OF TRAFFIC.
8. PLACEMENT OF FINAL ROADWAY PAVEMENT MARKINGS SHALL BE ACCOMPLISHED ONLY MONDAY THRU FRIDAY BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M. WITH A MAXIMUM OF ONE LANE EACH DIRECTION CLOSED AT ANY TIME.

THE CONTRACTOR SHALL PROVIDE TWO (2) TRAILING VEHICLES WITH FLASHING BEACON FOLLOWING THE PAVEMENT MARKING EQUIPMENT WHEN MARKINGS ARE PLACED IN ORDER TO PROVIDE ADVANCE WARNING TO THE MOTORISTS OF THE TEMPORARY LANE CLOSURE AND CONSTRUCTION. THE TWO (2) TRAILING VEHICLES SHALL TRAVEL 500 FEET APART WITH THE REMOTE VEHICLE TRAVELING ON THE SHOULDER (LEFT OR RIGHT AS APPLICABLE) WHERE USABLE SHOULDER IS AVAILABLE. THE INTERMEDIATE TRAILING VEHICLE SHALL TRAVEL IN THE CLOSED LANE 500 FEET BEHIND THE PAVEMENT MARKING EQUIPMENT. THE POLICE CRUISER SHALL TRAVEL 500 TO 1000 FEET BEHIND THE REMOTE TRAILING VEHICLE.

EACH TRAILING VEHICLE SHALL HAVE A YELLOW FLASHING BEACON PLUS 48" MIN. ORANGE AND BLACK CONSTRUCTION WARNING SIGNS MOUNTED ON THE BACK FACING TRAFFIC WITH STANDARD TYPE MESSAGES ADVISING MOTORISTS OF THE WORK AHEAD, ADVISORY WARNING SPEED, AND WHICH LANE IS CLOSED.

9. FOR ANY OPERATION NOT SPECIFICALLY MENTIONED IN THESE PLANS, THE TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".
10. ALL LABOR, MATERIALS, EQUIPMENT AND ANY INCIDENTALS REQUIRED TO COMPLETE THE WORK AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614-MAINTAINING TRAFFIC.

TRAFFIC CONTROL FOR PARTIAL DEPTH PAVEMENT REPAIRS

THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS SUCH THE MAJOR WORK ITEMS A AND B ARE PERFORMED DURING THE SAME CLOSURE.

IN ORDER TO LIMIT THE INCONVENIENCE TO THE MOTORING PUBLIC THE CONTRACTOR SHALL NOT BE PERMITTED TO IMPLEMENT CONCURRENT LANE CLOSURES WITHIN THE FOLLOWING WORK ZONES:

- 1) I-271 NORTHBOUND
- 2) I-271 SOUTHBOUND
- 3) I-90 EASTBOUND (WEST OF S.R. 306)
- 4) I-90 WESTBOUND (WEST OF S.R. 306)

CLOSURES IN AREAS NOT LISTED ABOVE MAY BE IMPLEMENTED CONCURRENTLY WITH A CLOSURE FROM THE ABOVE LIST.

RAMP A THRU D ARE NOT INCLUDED WITHIN THE ABOVE LISTED ZONES.

IF THE CONTRACTOR CHOOSES TO PERFORM THIS WORK AT NIGHT THESE RESTRICTIONS REGARDING CONCURRENT CLOSURES SHALL NOT APPLY.

TRAFFIC CONTROL FOR ASPHALT CONCRETE OPERATIONS (ITEM 446 COURSES)

THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS SO THAT THE PLANNED ASPHALT SURFACE WILL NOT BE EXPOSED TO TRAFFIC FOR MORE THAN ONE WEEK FOR MAINLINE TRAFFIC, TWO DAYS FOR RAMP A THRU D AND UP TO TWO WEEKS FOR ALL OTHER RAMP. IF THE CONTRACTOR IS UNABLE TO PLACE THE SURFACE COURSE WITHIN THE ALLOWED TIME THEN HE SHALL BE SUBJECT TO LIQUIDATED DAMAGES IN ACCORDANCE WITH 108.07.

IN ORDER TO COMPLY WITH THE ABOVE PROVISION THE CONTRACTOR SHOULD COMPLETE ALL PAVEMENT REPAIRS, FULL WIDTH, WITHIN A SECTION OF ROADWAY PRIOR TO BEGINNING HIS OVERLAY WORK.

ALL ASPHALT CONCRETE OPERATIONS SHALL BE CONDUCTED IN A MANNER THAT WILL ASSURE MINIMUM DANGER AND INCONVENIENCE TO THE HIGHWAY USERS. FOR ALLOWABLE RESURFACING TIMES SEE "SCHEDULE OF THRU LANES TO BE MAINTAINED" ON SHEET 12. THE PROCEDURE FOR THE INSTALLATION OF ANY ASPHALT LAYER SHALL BE SUCH THAT NO DISCONTINUITY IN THE ELEVATION OF THE TRAVELED SURFACE SHALL EXIST AT ANY TIME OTHER THAN DURING THE PERMITTED WORKING HOURS AND THEN ONLY WHEN SUCH PROPER TRAFFIC CONTROL DEVICES ARE IN PLACE AS WILL PREVENT SUCH A DISCONTINUITY FROM BEING A DANGER TO HIGHWAY USERS.

TRAFFIC MUST BE MAINTAINED AT ALL TIMES IN BOTH DIRECTIONS IN ACCORDANCE WITH THE "GENERAL CONSTRUCTION SEQUENCE NOTE".

WHENEVER ANY PART OF THE TRAVELED SURFACE IS CLOSED, THE MOTORISTS SHALL BE WARNED AND DIVERTED BY THE CONTRACTOR THROUGH THE USE OF A FLASHING ARROW. IN ADDITION TO THOSE PROVISIONS SET FORTH IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.

TRAFFIC SHALL NOT BE PERMITTED TO CROSS ANY PART-WIDTH RESURFACING JOINT EXCEPT AS IS NECESSARY DURING THE ACTUAL RESURFACING OPERATION. ANY PART WIDTH RESURFACING JOINTS WHICH MUST BE EXPOSED TO TRAFFIC SHALL BE RAMPED USING ITEM 404 - BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC, AT A RATE NOT TO EXCEED 1 INCH IN 1 FOOT. (LONGITUDINAL JOINTS)

TEMPORARY TRANSVERSE RESURFACING JOINTS WHICH MUST BE EXPOSED TO TRAFFIC SHALL BE RAMPED USING ITEM 404 - BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC, AT A RATE NOT TO EXCEED 1 INCH IN 4 FEET.